URBAN DESIGN BRIEF
NATIONAL HOMES (PLAINS ROAD) LP
484 & 490 PLAINS ROAD EAST

MAPLEHURST DISTRICT

BURLINGTON, ONTARIO

URBAN DESIGN BRIEF - MIXED USE DEVELOPMENT

OCTOBER 30, 2017 - PROJECT NO. 17047

KIRKOR ARCHITECTS + PLANNERS

CONTENTS

P. 9-10 CONTEXT PLAN & SITE PHOTOGRAPHS

P. 11-12 SITE & GENERAL PROJECT DESCRIPTION

P. 13-17 COMMUNITY DESIGN POLICIES

P. 18 SHADOW STUDIES

P. 19-20 ELEVATIONAL STUDIES

P. 21-22 PERSPECTIVE VIEWS

1 INTRODUCTION 5

PRECEDENT & BREAKDOWN 6-7

2 SITE ANALYSIS 8

CONTEXT PLAN & SITE PHOTOGRAPHS 9-10

3 ARCHITECTURE 8

SITE & GENERAL PROJECT DESCRIPTION & COMMUNITY DESIGN POLICIES 11-17

SHADOW STUDIES 18

ELEVATIONAL STUDIES 19-20

PERSPECTIVE VIEWS 21-22

4 CONCLUSION 23

SUMMARY 24

KIRKOR ARCHITECTS + PLANNERS

1 INTRODUCTION

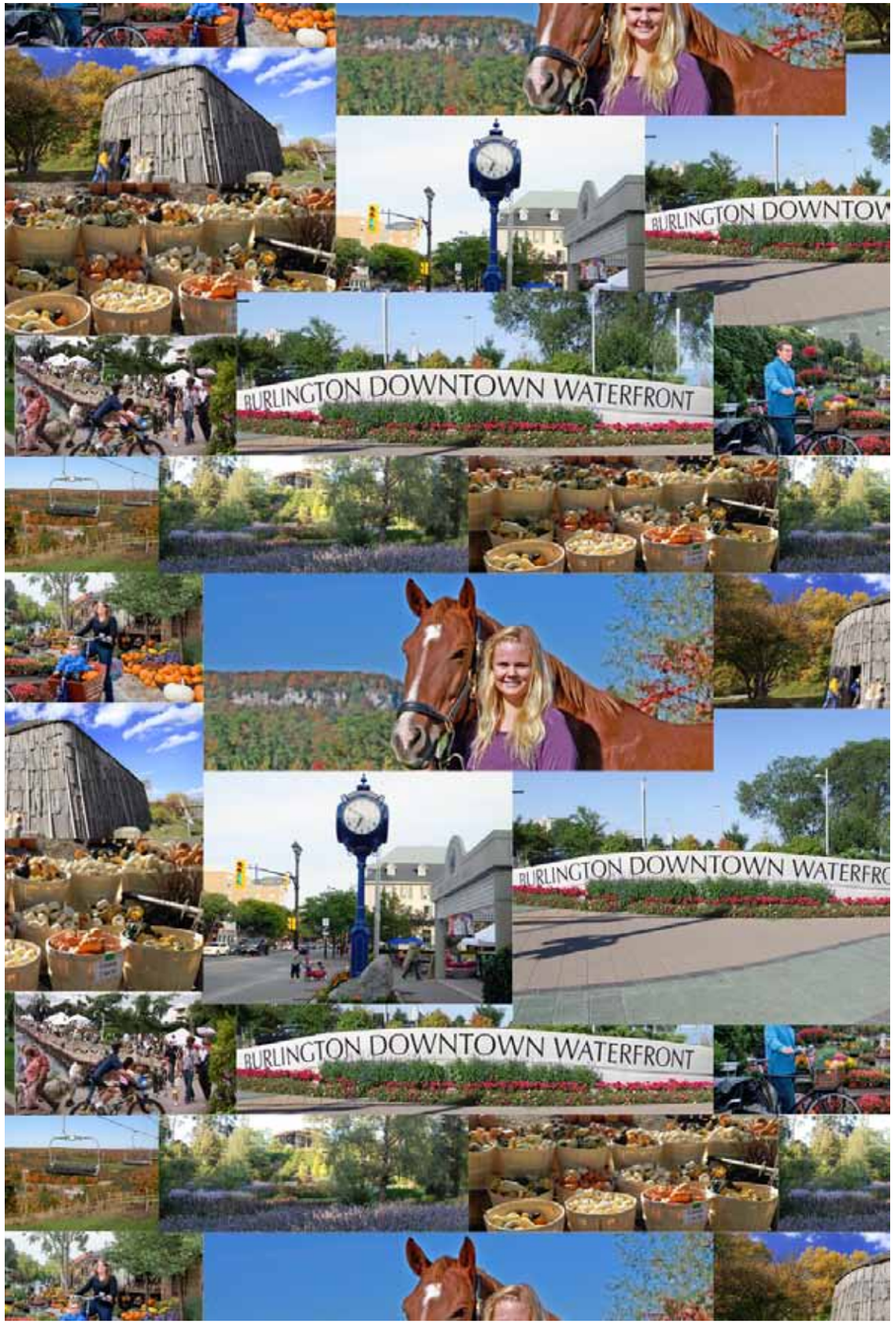
P. 4 PRECEDENT & BREAKDOWN

KIRKOR ARCHITECTS + PLANNERS

Urban Design Brief

PRECEDENT & BREAKDOWN

PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006



KIRKOR ARCHITECTS AND PLANNERS HAVE PREPARED THE FOLLOWING URBAN DESGIN BRIEF ON BEHALF OF NATIONAL HOMES (PLAINS ROAD) LP IN SUPPORT OF APPLICATIONS TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW. KIRKOR HAS USED THE CURRENT "PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINE (2006)" AS A REFERANCE FOR ADDRESSING TOPICS LIKE SETBACKS, MASSING, BUILDING DESIGN, AND STREETSCAPE DESIGN.

THE BREAKDOWN OF THE BRIEF IS ORGANIZED IN THE FOLLOWING MANNER: FIRST, A QUOTE FROM THE GUIDELINE IS NOTED ON THE PAGE ALONG WITH OUR RESPONSE. THE SECTION QUOTED HIGHLIGHTS THE AREA OF CONCERN AND IS INCLUDED AS A REFERENCE FOR OUR RESPONSE, WHICH THEN EXPANDS ON OUR COMPLIANCE WITH THE GUIDELINES. SECOND, DIAGRAMS FOUND WITHIN THE GUIDELINE ARE EXTRACTED AND USED AS A REFERENCE FOR UNDERSTANDING THE PROJECT'S DIAGRAMS, WHICH ILLUSTRATES OUR RESPONSE IN A GRAPHICAL WAY.

BELOW ARE EXAMPLES OF HOW THIS IS PREPARED IN THE URBAN DESIGN BRIEF -

---

SECTION OF GUIDELINE BEING QUOTED:

"5.3.1.6 REGIONAL COMMERCIAL GUIDELINES

BUILT FORM SHOULD BE LOCATED IN CLOSE PROXIMITY TO THE STREET AND FACING THE PRIMARY STREET. WHERE A LARGE DEVELOPMENT PROPERTY IS LOCATED ON A CORNER, THE BUILT FORM SHOULD FEATURE A SMALLER BUILDING OR A PORTION OF THE LARGER BUILDING IN THAT AREA, LOCATED CLOSE TO BOTH STREETS.

SMALLER BUILDINGS OR THE CORNER PORTION OF LARGER BUILDINGS SHOULD BE LOCATED NEAR MAIN ENTRY DRIVES AND ADDRESS THE STREETSCAPE TO FORM GATEWAYS. BUILDING ENTRANCES SHOULD BE VISIBLE TO MOTORISTS AND PEDESTRIANS FROM THE STREETSCAPE. PEDESTRIAN AND VEHICULAR MOVEMENT ON REGIONAL COMMERCIAL SITES SHOULD BE DESIGNED TO FOSTER A SENSE OF COMMERCIAL "STREETS".

PAVED PEDESTRIAN WALKWAYS FROM PARKING AREAS TO THE BUILDING SHALL BE ILLUMINATED AND CLEARLY DEMARCATED BY PAVING MATERIAL, CHANGE IN GRADE ELEVATION OR OTHER APPROPRIATE MEANS. PARKING AREAS SHOULD HAVE LANDSCAPED ISLANDS AT THE ENDS OF PARKING AISLES. PARKING STRUCTURES SHOULD BE SCREENED FROM PLAINS ROAD AND SHOULD HAVE COMPLIMENTARY ARCHITECTURAL TREATMENT TO ADJACENT BUILDINGS."

(PAGE 5-21, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

OUR RESPONSE:

"TWO SEPERATE BUILDINGS ARE LOCATED WITHIN A SHORT SETBACK TO THE PROPERTY LINE OF THE PRIMARY STREET BEING PLAINS ROAD.

THE ENTRY WAY TO THE REMAINDER OF THE DEVELOPMENT IS LOCATED BETWEEN THE TWO 8 STOREY BUILDINGS, THIS LANEWAY IS POSITIONED CLOSELY TO THE CORNERS AND LEADS TO TOWNHOUSES AS WELL AS PARKING.

THE ENTRANCE AT BOTH BUILDINGS IS PLACED AT AN ANGLE AT THE CORNER SO THAT IY IS EASILY SEEN FROM THE STREET AS WELL AS THE PEDESTRIAN SIDEWALK, WHILE BEING DISTINCT AND SEPERATE FROM THE ENTRANCES TO THE COMMERCIAL UNITS.

PAVED WALKWAYS LEAD FROM LAY-BY PARKING TO THE COMMERCIAL UNITS. LANDSCAPING IS PLACED BETWEEN THE PARKING AND COMMERCIAL UNITS TO ENSURE A VISUAL SEPARATION. VISITORS COMMERCIAL PARKING IS REMOVED FROM THE PLAINS ROAD AND PLACED WITHIN THE DEVELOPMENT."

NATIONAL HOMES You are the blueprint™ · urbantech · SBK STRYBOS BARRON KING LANDSCAPE ARCHITECTURE · GSAI Glen Schnarr & Associates Inc.

KIRKOR ARCHITECTS + PLANNERS

Urban Design Brief

PRECEDENT & BREAKDOWN

PLAINS ROAD, BURLINGTON, ONTARIO



Precedent Rendering
270 SHEPPARD AVENUE WEST, TORONTO, ON

Urban Design Brief

PRECEDENT & BREAKDOWN

PLAINS ROAD, BURLINGTON, ONTARIO



Precedent Rendering
1177 DANFORTH AVENUE, TORONTO, ON

Urban Design Brief

PRECEDENT & BREAKDOWN

PLAINS ROAD, BURLINGTON, ONTARIO



Precedent Rendering
TWO OLD MILL
2500 BLOOR STREET WEST, ETOBICOKE, ON

2-3 SITE ANALYSIS & ARCHITECTURE

P. 9-10 — CONTEXT PLAN & SITE PHOTOGRAPHS

P. 11-12 — SITE & GENERAL PROJECT DESCRIPTION

P. 13-17 — COMMUNITY DESIGN POLICIES

P. 18 — SHADOW STUDIES

P. 19-20 — ELEVATIONAL STUDIES

P. 21-22 — PERSPECTIVE VIEWS

Urban Design Brief

HISTORICAL PHOTOGRAPHS

PLAINS ROAD, BURLINGTON



BURLINGTON, ON



BURLINGTON, ON

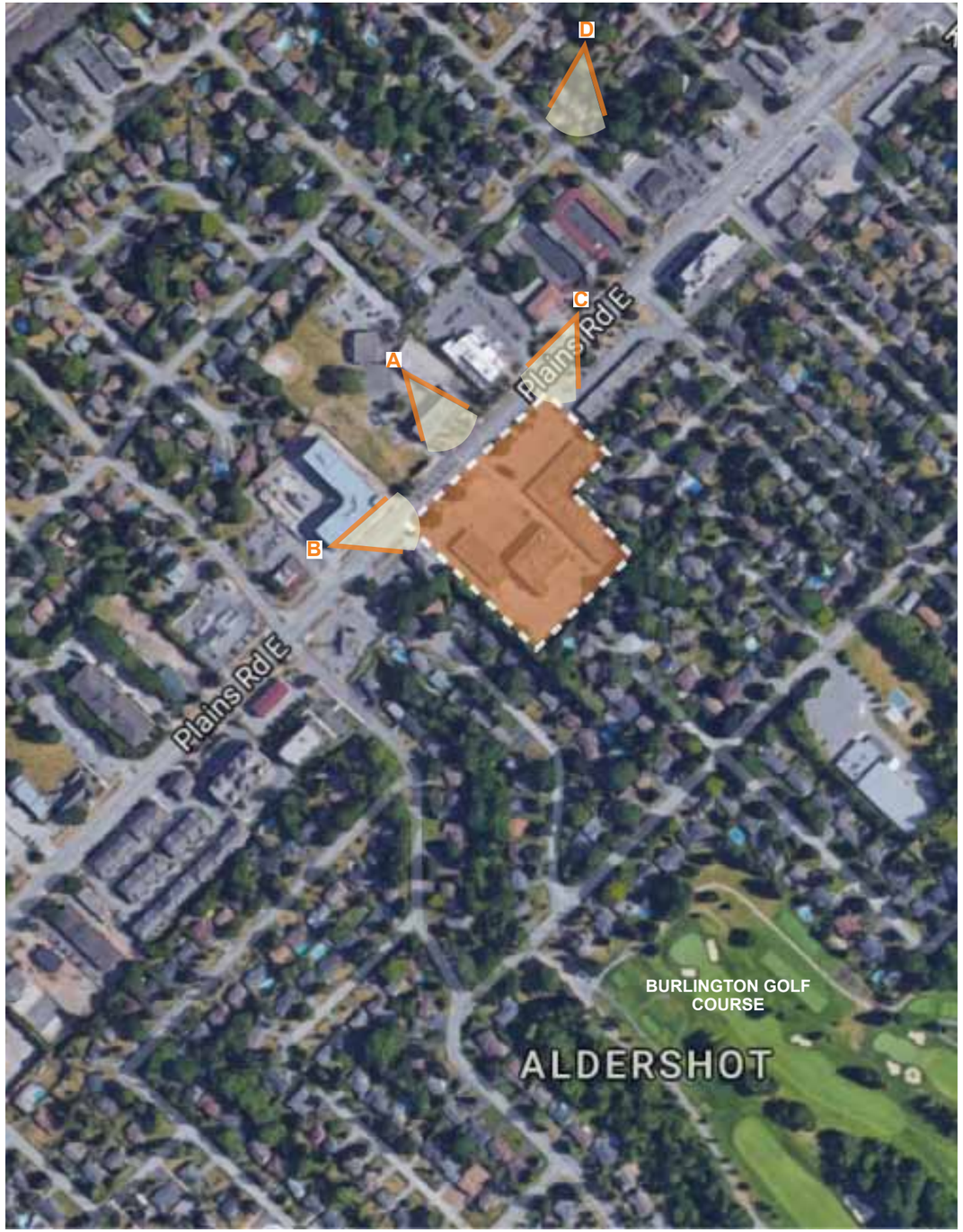


BURLINGTON, ON

Urban Design Brief

CONTEXTPLAN&SITEPHOTOGRAPHS

CURRENT SITE & BUILDING CONDITIONS

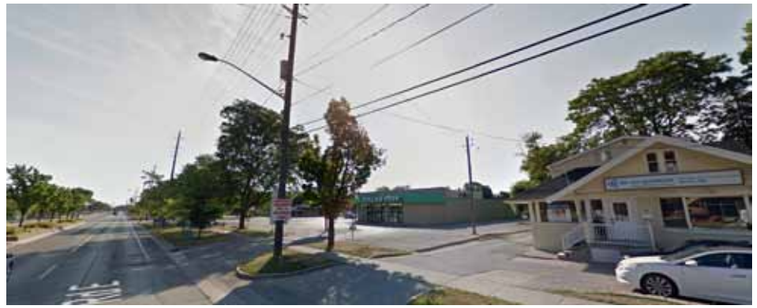


A



VIEW FROM PLAINS ROAD SOUTH

B



VIEW FROM PLAINS ROAD SOUTH EAST

C



VIEW FROM PLAINS ROAD SOUTH WEST

D



VIEW FROM ABOVE PLAINS ROAD LOOKING SOUTH WEST

NTS

Urban Design Brief

GENERAL PROJECT DESCRIPTION



DESCRIPTION

THE SUBJECT LANDS ARE LOCATED IN WARD 1, WITHIN THE ALDERSHOT NEIGHBOURHOOD OF THE CITY OF BURLINGTON. THE SUBJECT LANDS ARE MUNICIPALLY ADDRESSED AS 484 PLAINS ROAD.

THE SUBJECT LANDS ARE BOUNDED BY EXISTING LOW DENSITY RESIDENTIAL USES TO THE SOUTH, MAPLEHURST PUBLIC SCHOOL TO THE NORTH, AND COMMERCIAL AND RETAIL USES ALONG PLAINS ROAD.

PLAINS ROAD

PLAINS ROAD IS AN ARTERIAL EAST-WEST CORRIDOR THAT FEATURES A MIXTURE OF COMMERCIAL, RESIDENTIAL, INDUSTRIAL AND INSTITUTIONAL PURPOSES. IT IS SERVICED BY FOUR MAIN BUS ROUTES. A BUS STOP IS LOCATED AT THE MAIN VEHICULAR ENTRANCE, PROVIDING DIRECT WEEKDAY AND WEEKEND ACCESS TO HAMILTON GO STATION, ALDERSHOT GO STATION AND BURLINGTON GO STATION, AMONG OTHERS.

THE DEVELOPMENT CONCEPT

THE PROPOSED NATIONAL HOMES DEVELOPMENT IS COMPRISED OF SEVEN STACKED TOWNHOME BLOCKS COMPRISING OF 12 TO 24 UNITS, MAKING A TOTAL OF 117 STACKED TOWNHOME UNITS. TWO APARTMENT BUILDINGS ALONG PLAINS ROAD FORM AN ACTIVE PEDESTRIAN-FRIENDLY STREETSCAPE. THESE BUILDINGS PROVIDE 998.5 SQ.M. OF COMMERCIAL/RETAIL SPACE AT THE GROUND FLOOR AND 280 RESIDENTIAL UNITS.

THE PROPOSED DEVELOPMENT IS ENVISIONED TO BE AN ATTRACTIVE, COHESIVE, PEDESTRIAN SCALED RESIDENTIAL COMMUNITY THAT WILL PROVIDE FOR THE INTENSIFICATION OF UNDER-UTILIZED LANDS AND ASSIST WITH THE TRANSIT-SUPPORTED GOALS ALONG THE PLAINS ROAD CORRIDOR. HIGH QUALITY LANDSCAPE AND ARCHITECTURAL TREATMENTS WILL HARMONIZE WITH THE EXISTING CHARACTER OF THE COMMUNITY TO CREATE A VIBRANT DEVELOPMENT.

THE PRESERVATION OF EXISTING MATURE TREES ALONG THE SOUTHERN, EASTERN AND WESTERN PROPERTY LIMITS PROVIDES A LUSH GREEN BACKDROP AND BUFFER BETWEEN EXISTING AND PROPOSED LAND USES. THE MAJORITY OF THE EXISTING TREES WILL BE PRESERVED AND INCORPORATED INTO THE LANDSCAPE BUFFERS COMMUNITY DEVELOPMENT. EXISTING BOULEVARD TREES ALONG BRANT STREET ARE ALSO TO BE PRESERVED WHERE POSSIBLE.

- OUTLINE OF EIGHT STOREY BUILDING
- OUTLINE OF TOWNHOUSE DESIGN
- PLAINS ROAD LANDSCAPE
- EXISTING TREES TO BE PRESERVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PERENNIALS / GRASSES
- SODDING
- STONE MAINTENANCE STRIP
- DECORATIVE UNIT PAVING
- CONCRETE PATIO SLABS
- WOOD PRIVACY FENCE
- DECORATIVE METAL SCREEN

NTS

NATIONAL HOMES You are the blueprint™ · urbantech · SBK STRYBOS BARRON KING LANDSCAPE ARCHITECTURE · GSAI Glen Schnarr & Associates Inc.

KIRKOR ARCHITECTS + PLANNERS

Urban Design Brief

LANDSCAPE ELEMENTS

LANDSCAPE VISION

THE LANDSCAPE DESIGN WILL PROVIDE A DISTINCT PALETTE OF FEATURES WHICH WILL PROVIDE VISUAL CHARACTER AND IDENTITY, CREATING A SENSE OF PLACE.

THE LANDSCAPE AND BUILT FORM WILL PROVIDE OPPORTUNITIES TO REFLECT THE CHARACTER OF THE CITY'S VISION FOR THE MAPLEHURST DISTRICT, AS OUTLINED IN THE PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES. ARTICULATION AND SCALE OF THE STREETSCAPE WILL SUPPORT AN ACTIVE STREETSCAPE AT THE PEDESTRIAN LEVEL. A PEDESTRIAN FRIENDLY STREETSCAPE ENCOURAGES RESIDENTS TO ACCESS AMENITIES LOCATED WITHIN A CLOSE PROXIMITY OF THE SITE.

PLAINS ROAD STREETSCAPE

- THE PROPOSED BUILDINGS WILL BE SET CLOSE TO PLAINS ROAD TO BETTER DEFINE THE STREET EDGE AND TO CREATE A POSITIVE STREET-TO-BUILDING RELATIONSHIP. THE PUBLIC-PRIVATE INTERFACE WILL BE DELINEATED WITH ENHANCED LANDSCAPING TREATMENT CONSISTING OF STREET TREES, GROUND COVER, WALKWAYS, LIGHTING AND STREET FURNISHINGS.
- EXISTING BOULEVARD TREES ALONG PLAINS ROAD ARE TO BE PRESERVED (WHERE POSSIBLE), PROTECTED, AND ENHANCED WITH ADDITIONAL PLANTING TO CREATE A CONSTANT LUSH GREEN BOULEVARD. A SECOND ROW OF ORNAMENTAL TREES IS PROPOSED IN PLANTERS BETWEEN THE PEDESTRIAN SIDEWALK AND THE COMMERCIAL ENTRANCE. THIS FORMS A SECOND PARALLEL WALKWAY, HELPING REDUCE THE CONGESTION AND PROVIDING REFUGE FROM THE BUSY STREET.
- LAY-BY PARKING SPACES ARE PROPOSED ALONG PLAINS ROAD FOR CONVENIENT ACCESS TO COMMERCIAL/RETAIL STORE FRONT.
- A CONCRETE WALKWAY AT THE MAIN VEHICULAR ENTRANCE INTERCONNECTS THE INTERNAL PEDESTRIAN NETWORK TO THE PLAINS ROAD MUNICIPAL SIDEWALK.
- WALKWAYS TO THE COMMERCIAL UNITS FROM PLAINS ROAD SHALL BE DISTINGUISHED BY UNIT PAVING.
- MAIN ENTRANCES TO THE RESIDENTIAL LOBBIES ARE STRATEGICALLY LOCATED AT THE NORTH-WESTERN AND NORTH-EASTERN CORNERS OF THE SITE TO DISTINGUISH THEM FROM THE RETAIL ENTRANCES ALONG THE PLAINS ROAD FRONTAGE.. THESE PEDESTRIAN ENTRANCES WILL BE EMPHASIZED WITH DECORATIVE PAVING, PLANTING, STREET FURNISHINGS AND SUFFICIENT LIGHTING TO ENSURE A FRIENDLY AND SAFE EXPERIENCE FOR PEDESTRIANS.

MID-STOREY TOWER COURTYARD

- MAIN ENTRANCES TO THE APARTMENT BUILDINGS SHALL BE HIGHLIGHTED WITH FEATURE LANDSCAPE ELEMENTS SUCH AS DECORATIVE UNIT PAVING, PLANTING AND LIGHTING.
- PRIVATE TENANT PATIOS SHALL BE SCREENED WITH ORNAMENTAL PLANTING AND DECORATIVE METAL FENCE.
- ORNAMENTAL PLANTING SHALL BE USED TO HELP SCREEN PARKING AREAS.
- BIKE PARKING SHALL BE CONVENIENTLY LOCATED ADJACENT TO THE MAIN ENTRANCES.

STACKED TOWNHOME LANDSCAPE

- THE INTERNAL STREETSCAPE SHALL INCLUDE LARGE CANOPY DECIDUOUS TREES PLANTED AT REGULAR SPACINGS.
- ORNAMENTAL FOUNDATION PLANTINGS ARE PROVIDED AT THE ENTRANCES AND EXPOSED END UNITS FLANKING THE PRIVATE CONDOMINIUM ROADS. ORNAMENTAL PLANTINGS SHALL CONSIST OF ORNAMENTAL FLOWERING SHRUBS, CONIFEROUS SHRUBS AND ORNAMENTAL GRASSES AND PERENNIALS. THESE PLANTINGS WILL SOFTEN AND ENHANCE THE ARCHITECTURE OF THE BUILT FORM AS VIEWED FROM THE ADJACENT STREET.
- FRONT WALKWAYS SHALL BE DEFINED WITH DECORATIVE UNIT PAVING.
- PEDESTRIAN ENTRANCES TO UNDERGROUND PARKING SHALL BE WELL LIT AND DELINEATED WITH DECORATIVE UNIT PAVING.
- FENCING DESIGN (SUCH AS CORNER LOT PRIVACY FENCING) SHALL BE CONSISTENT THROUGHOUT THE DEVELOPMENT AND COMPLEMENT THE BUILT FORM.
- A REAR-YARD CONDITION FOR THE GROUND-LEVEL UNITS SHALL INCLUDE WOOD PRIVACY SCREENS, CONCRETE PATIOS, SHADE TREES AND SOD.

EXISTING TREE PRESERVATION

- EXISTING BOULEVARD TREES ALONG PLAINS ROAD SHALL BE PRESERVED AND PROTECTED, WHERE POSSIBLE.
- EXISTING TREES ALONG THE WESTERN, SOUTHERN, AND EASTERN PROPERTY LIMITS SHALL BE PRESERVED, WHERE POSSIBLE. THIS WILL PROVIDE A LUSH GREEN BACKDROP TO THE DEVELOPMENT AND AN ENHANCED THE BUFFER ADJACENT TO EXISTING RESIDENTS WHICH WILL REDUCE "OVER LOOK" ISSUES AND MAINTAIN PRIVACY.
- ANY GAPS WITHIN THE EXISTING TREE COVER AROUND THE PERIMETER SHALL BE SUPPLEMENTED WITH ADDITIONAL BUFFER PLANTING.





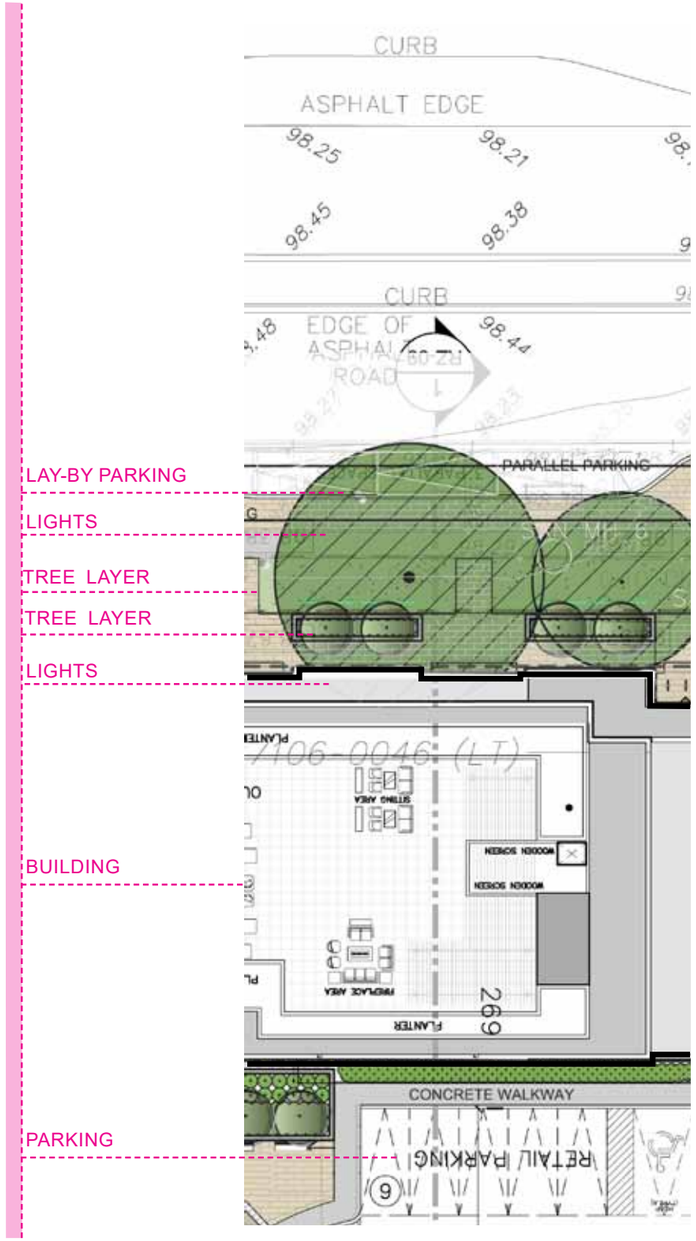


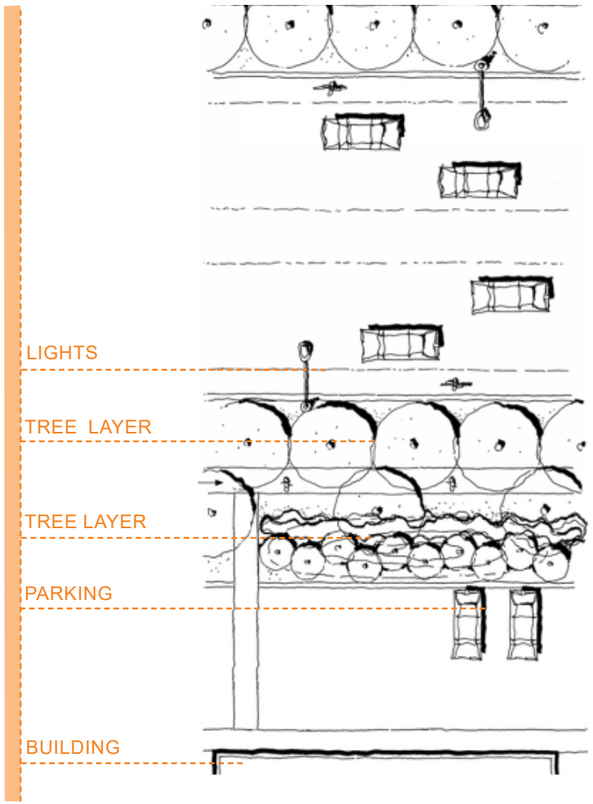




Urban Design Brief

COMMUNITY DESIGN POLICIES
DISCUSSION





"5.2.6.1 - BOULEVARD TREES
A CONTINUOUS ROW OF STREET TREES SHOULD BE PLANTED IN SODDED BOULEVARDS WHENEVER CONDITIONS PERMIT.

TREES PLANTED IN FRONT OF RETAIL STOREFRONTS SHOULD BE HIGH BRANCHING WITH A LIGHT CANOPY IN ORDER TO ALLOW FOR SAFE PEDESTRIAN MOVEMENT UNDERNEATH AND MAINTAIN VISIBILITY TO THE STOREFRONT AND SIGNAGE. RECOMMENDED SPECIES INCLUDE HONEY LOCUST AND COMMON HACKBERRY. EXISTING AT-GRADE PARKING SHOULD BE SCREENED WITH A CONTINUOUS BED OF LOW SHRUBS, PERENNIALS AND GRASSES. A SPACING OF 8-10 METRES APART FOR TREES IS RECOMMENDED IN THIS DISTRICT. "

(page 48, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

EXISTING BOULEVARD TREES ALONG PLAINS ROAD ARE TO BE PRESERVED, PROTECTED, AND ENHANCED WITH ADDITIONAL PLANTING TO CREATE A CONSTANT LUSH GREEN BOULEVARD. A SECOND ROW OF ORNAMENTAL, HIGH-BRANCHING TREES IS PROPOSED IN PLANTERS BETWEEN THE PEDESTRIAN SIDEWALK AND THE COMMERCIAL ENTRANCE TO IMPROVE THE QUALITY OF THE PEDESTRIAN EXPERIENCE. A HANDFUL OF LAY-BY PARKING SPACES ARE PROPOSED ALONG PLAINS ROAD FOR CONVENIENT ACCESS TO COMMERCIAL/RETAIL STORE FRONTAGE. THE MAJORITY OF PARKING IS PROVIDED AT THE REAR TO ENSURE A CONTINUOUS, HIGH-QUALITY STREETSCAPE FRONTAGE. STRATEGICALLY PLACED PLANTING AREAS ARE USED TO SCREEN AT-GRADE PARKING AREAS.

"5.1.3 STREET TREES
EXISTING STREET TREES ALONG THE PLAINS ROAD CORRIDOR SHOULD BE PRESERVED AND ENHANCED THROUGH ADDITIONAL PLANTING. INTER-PLANTING NEW TREES BETWEEN MATURE SPECIMENS WILL ENSURE THAT THE PARKWAY-LIKE CHARACTER OF THE CORRIDOR CAN BE PROTECTED IN THE FUTURE. 6-8 TREES OF THE SAME SPECIES SHOULD BE PLANTED IN ANY GIVEN STREET BLOCK TO AVOID A MONOCULTURE. RANDOM CHANGES IN SPECIES SHOULD BE AVOIDED. GROUPING LIKE SPECIES IN ONE AREA ASSISTS TO UNIFY THE STREETSCAPE. THE CITY'S TREE BY-LAWS SHOULD BE REVIEWED TO ENSURE CONSISTENCY WITH THIS GUIDELINE."

(page 5-2, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

EXISTING BOULEVARD TREES ALONG PLAINS ROAD ARE TO BE PRESERVED, PROTECTED, AND ENHANCED WITH ADDITIONAL PLANTING TO CREATE A CONSTANT LUSH GREEN BOULEVARD. A SECOND ROW OF ORNAMENTAL, HIGH-BRANCHING TREES IS PROPOSED IN PLANTERS BETWEEN THE PEDESTRIAN SIDEWALK AND THE COMMERCIAL ENTRANCE. TREE SPECIES SHALL BE CAREFULLY SELECTED TO ENSURE MONOCULTURES ARE AVOIDED AND A COHESIVE STREETSCAPE IS ACHIEVED.

- STREET PLANNING PROPOSED BY KIRKOR
- STREET PLANNING PROPOSED BY GUIDELINE

"5.2.6.2 LIGHTING
LIGHT STANDARDS SHOULD BE ORIENTED TOWARDS BOTH THE ROADWAY AND PEDESTRIAN REALM THROUGHOUT THIS DISTRICT. FIXTURES COULD BE COMBINED ON ONE POLE OR PEDESTRIAN LIGHTING COULD BE PROVIDED ON SEPARATE LIGHT POLES. THESE POLES SHOULD BE EQUIPPED WITH BANNER ARMS AND ELECTRICAL OUTLETS FOR SEASONAL DISPLAYS."

(page 5-15, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

LIGHTING WILL BE PROVIDED TO ENSURE SAFETY OF PEDESTRIANS, FREESTANDING LIGHTS WILL HAVE ELECTRICAL OUTLETS AND POLES THAT ACCOMMODATE BANNERS FOR ANY FUTURE EVENTS AND CELEBRATIONS BY THE CITY OR DISTRICT. ALSO, THERE WILL BE ADDITIONAL LIGHTING ON THE BUILDINGS. THIS WILL BE OUTLINED IN DETAIL AT THE TIME OF SITE PLAN APPROVAL.

NTS

NATIONAL HOMES You are the blueprint™ · urbantech · SBK STRYBOS BARRON KING LANDSCAPE ARCHITECTURE · GSAI Glen Schnarr & Associates Inc.

KIRKOR ARCHITECTS + PLANNERS

Urban Design Brief

COMMUNITY DESIGN POLICIES
DISCUSSION



"5.3.1.1 SITE PLANNING NODE MIXED-USE DEVELOPMENT THAT ANIMATES THE STREETSCAPE AND PROVIDES A VARIETY OF USES IS ENCOURAGED, PARTICULARLY AT VILLAGE NODES. THE FRONT BUILDING FACE AND ENTRANCES TO BUILDINGS SHOULD BE ORIENTED TO PLAINS ROAD. A PAVED, ILLUMINATED PEDESTRIAN WALKWAY, SHOULD BE PROVIDED FROM MAIN BUILDING ENTRANCES TO PARKING AREAS. PEDESTRIAN WALKWAY PAVING SHOULD USE ATTRACTIVE MATERIALS OR PAVING PATTERNS. PEDESTRIAN WALKWAYS SHOULD BE CLEARLY DEMARCATED WITH CURBS, CHANGES IN PAVING MATERIAL OR OTHER SUITABLE MEANS WHERE THEY CROSS VEHICULAR ROUTES."

(PAGE 5-19, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

THE PROPOSED MIXED-USE DEVELOPMENT INCORPORATES A VIBRANT COMMERCIAL FRONTAGE ALONG PLAINS ROAD. MAIN ENTRANCES TO THE RESIDENTIAL LOBBIES ARE STRATEGICALLY LOCATED AT THE NORTH-WESTERN AND NORTH-EASTERN CORNERS OF THE SITE. THESE PEDESTRIAN ENTRANCES WILL BE EMPHASIZED WITH SUFFICIENT LIGHTING TO ENSURE A FRIENDLY AND SAFE EXPERIENCE FOR PEDESTRIANS.

PEDESTRIAN WALKWAYS ARE DISTINCTLY SEPARATED BY CURBS AND DIFFERENT PAVING.

- VISITOR PARKING AREAS
- MAIN ENTRANCES
- SECONDARY ENTRANCES

"5.3.1.3 PARKING
MAJOR PARKING AREAS SHOULD BE LOCATED TO THE SIDE AND/OR TO THE REAR OF BUILDINGS; SOME SHORT TERM OR VISITOR PARKING MAY BE PERMITTED IN FRONT OF REGIONAL OR LOCAL COMMERCIAL USES (REFER TO APPROPRIATE SECTIONS). VEHICULAR AND SERVICE ACCESS FROM RESIDENTIAL STREETS SHOULD BE MINIMIZED.
PARKING AREAS SHOULD BE WELL ILLUMINATED. CURBED, LANDSCAPED ISLANDS SHOULD DEFINE THE ENDS OF PARKING AISLES."

(PAGE 5-20, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

SHORT-TERM LAY-BY PARKING ALONG PLAINS ROAD IS PROPOSED FOR CONVENIENT ACCESS TO COMMERCIAL UNITS. ADDITIONAL PARKING FOR THE COMMERCIAL UNITS ARE CENTRALLY LOCATED WITHIN THE COURTYARD. LANDSCAPING AND/OR FEATURE PAVING CLEARLY DEFINE ALL PARKING SPOTS AND HELP DEFINE PEDESTRIAN SPACE. RESIDENT AND VISITOR PARKING WILL BE UNDERGROUND. ACCESS IS CENTRALLY LOCATED, WITHIN THE COURTYARD.

NTS

Urban Design Brief





OUTLINE OF EIGHT STOREY BUILDING

OUTLINE OF TOWNHOUSE DESIGN

COMMUNITY DESIGN POLICIES
DISCUSSION

"5.3.1.5 SIGNAGE BUILDING DESIGN
THE DESIGN OF COMMERCIAL SIGNAGE SHOULD BE OF A QUALITY COMPARABLE TO THE BUILDING IN ITS SCALE, MATERIALS AND CONSISTENCY. COMMERCIAL SIGNAGE ON THE BUILDING FAÇADE SHOULD GENERALLY OCCUR WITHIN A 1.2M BAND OR FACIA LOCATED BETWEEN 2.5M AND 3.6 M ABOVE AVERAGE GRADE. ILLUMINATED SIGNAGE SHOULD BE DESIGNED WITH MINIMAL GLARE AND LIGHT SPILLAGE. WALL MOUNTED ACCENT LIGHTING OVER SIGNBOARDS, OR INDIVIDUALLY LIT LETTERS SHOULD BE CONSIDERED AS AN ALTERNATIVE TO BACKLIT SIGN BOXES. SIGNAGE SHOULD NOT BE LOCATED DIRECTLY ON GLAZED APERTURES OF THE BUILDING FACE. WHERE MULTIPLE TENANTS EXIST, CONSISTENT SIGNAGE DESIGN SHOULD BE INCORPORATED INTO THE BUILDING DESIGN, SUCH AS BLOCK LETTER SIGNAGE MOUNTED ON GRILLES OR FASCIA PANELS, OR PLACED WITHIN A MONUMENT SIGN WHOSE APPEARANCE COMPLEMENTS THE BUILDING'S DESIGN..."

(PAGE 5-21, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

BUILDING SIGNAGE WILL CONFORM TO THE ABOVE LISTED GUIDELINE. THE COMMERCIAL SPACE(S) AT GRADE WILL HAVE CONSISTENT SIGNAGE TO ACHIEVE UNIFORMITY IN THE DESIGN.

"5.3.1.2 BUILT FORM
THE DESIGN OF BUILT FORM SHOULD CONTRIBUTE TO A MORE ATTRACTIVE, LIVELY STREETSCAPE. THE PRIMARY BUILDING FACE SHOULD BE ORIENTED TO PLAINS ROAD AND HAVE STORE ENTRANCES AND DISPLAY WINDOWS, WITH GLAZED APERTURES AND APPROPRIATE ARCHITECTURAL DETAILING THAT RESPECTS THE SCALE OF THE BUILDING AND THE PUBLIC REALM. BUILT FORM ON CORNER PROPERTIES AT IMPORTANT STREET INTERSECTIONS SUCH AS THE KING ROAD NODE AND THE WATERDOWN ROAD NODE SHOULD BE LOCATED AT OR NEAR THE MINIMUM ALLOWABLE SETBACK; THE DESIGN SHOULD ADDRESS BOTH STREET FRONTAGES AND RECEIVE SPECIAL ATTENTION TO DETAILING TO REFLECT THE IMPORTANCE OF THE CORNER LOCATION. ELEMENTS THAT RELATE TO A PEDESTRIAN SCALE AND PROMOTE PEDESTRIAN COMFORT, SUCH AS CANOPIES, AWNINGS OR PROJECTING DISPLAY WINDOWS SHOULD BE INCORPORATED IN THE BUILDING DESIGN..."

(PAGE 5-19, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

THE FACADE FACING PLAINS ROAD WILL HAVE TALL WINDOWS LINED IN A COLONNADE FRAMED BY PILASTERS. THE MAIN ENTRANCES TO THE COMMERCIAL UNITS WILL BE AT THIS FACADE.

THE MAIN ENTRANCES TO THE LOBBIES ARE DEFINED BY GREATER HEIGHT OF PILASTERS AND WINDOWS.

"5.2.6.4 PEDESTRIAN NODE MAPLEHURST NODE
AT THE INTERSECTION OF PLAINS ROAD AND MAPLEHURST PUBLIC SCHOOL A PEDESTRIAN NODE SHOULD BE CREATED THAT ACCENTUATES THE PRESENCE MAPLEHURST PUBLIC SCHOOL AND PROVIDES TRAFFIC CALMING AND STREETSCAPE BEAUTIFICATION FEATURES. THE DESIGN OF THE NODE SHOULD INCLUDE PLANTING IMPROVEMENTS ADJACENT TO MAPLEHURST SCHOOL, INTEGRATION OF A WIDENED SIDEWALK AND BUS DROP-OFF, LANDSCAPED MEDIANS TO PROVIDE LOCATIONS OF PEDESTRIAN REFUGE, PEDESTRIAN LIGHTING AND SIGNAGE."

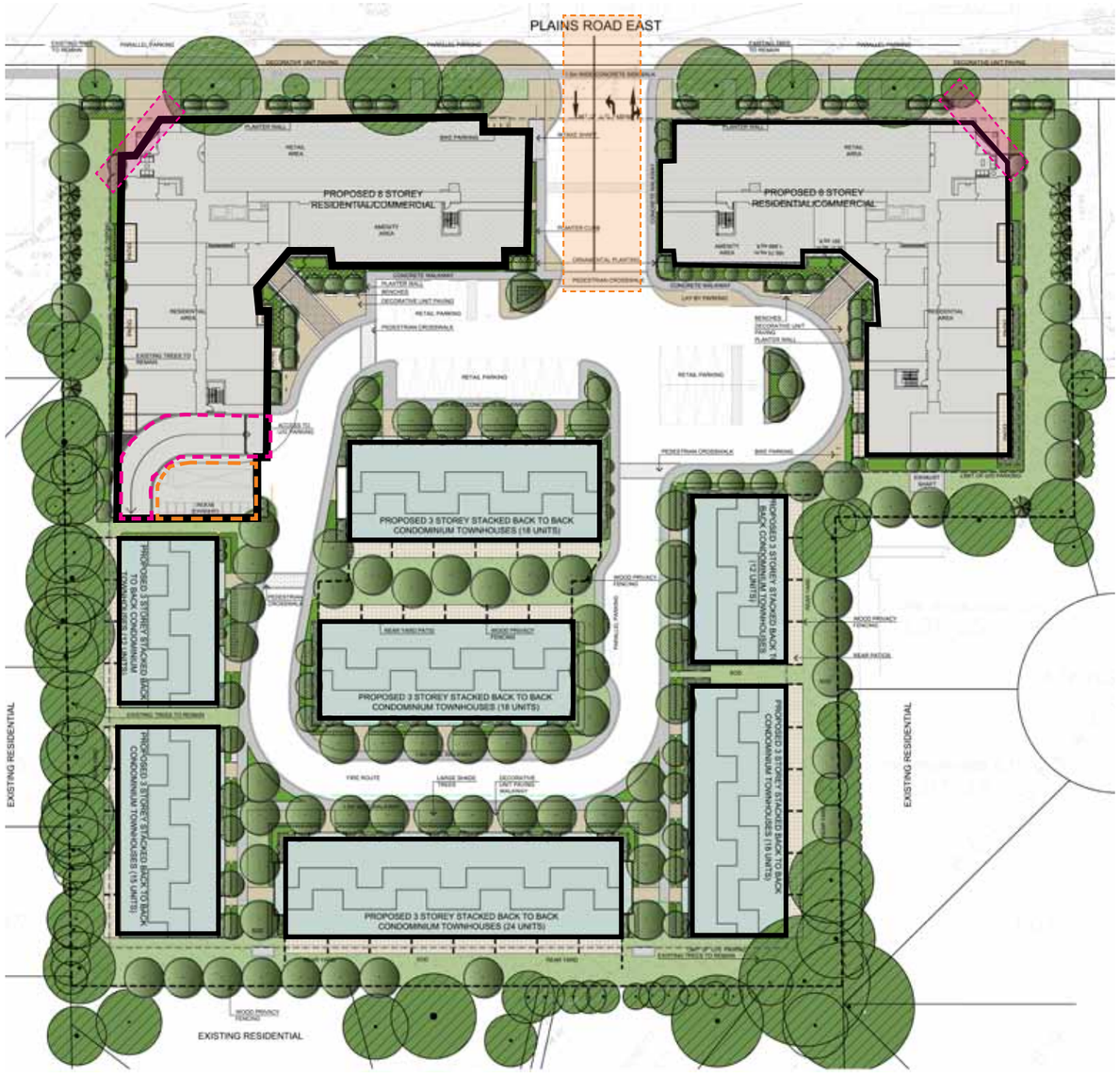
(PAGE 5-15, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

THE DEVELOPMENT IS LOCATED ACROSS FROM MAPLEHURST PUBLIC SCHOOL. TO ENHANCE THE NODE, ADDITIONAL TREE PLANTING, DECORATIVE PAVING, STREET FURNITURE AND BIKE PARKING ARE PROPOSED. THIS WILL HELP CREATE A COMFORTABLE, VIBRANT PEDESTRIAN EXPERIENCE. SHORT-TERM LAY-BY PARKING FOR THE COMMERCIAL UNITS IS CONVENIENTLY LOCATED ALONG PLAINS ROAD. TWO PARALLEL PEDESTRIAN WALKWAYS WILL REDUCE CONGESTION AND PROVIDE REFUGE FROM THE BUSY STREET. SIGNAGE, LIGHTING AND LANDSCAPE HAVE BEEN DESCRIBED ON PREVIOUS PAGES AND WILL BE FURTHER DETAILED DURING THE SITE PLAN APPROVAL PHASE.

NTS

Urban Design Brief

COMMUNITY DESIGN POLICIES
DISCUSSION



LOADING

ENTRANCE LANEWAY

GARAGE

LOBBY ENTRY

OUTLINE OF EIGHT STOREY BUILDING

OUTLINE OF TOWNHOUSE DESIGN

"5.3.1.7 LOCAL COMMERCIAL GUIDELINES
AT-GRADE PARKING SHOULD BE SET BACK FROM THE FRONT PROPERTY LINE BY A 3.0M LANDSCAPED BUFFER WITH LOW GROWING SHRUBS AND HIGH CANOPIED TREES TO PROVIDE PEDESTRIANS AND MOTORISTS PARTIAL SCREENING FROM PARKED CARS AND ASPHALT PAVING. WHERE A DEVELOPMENT PROPERTY IS LOCATED AT A CORNER FLANKED BY TWO STREETS, THE BUILDING ENTRANCES SHOULD BE ORIENTED TO THE PRIMARY STREET OR TO THE CORNER.
OINT ACCESS DRIVEWAYS ARE ENCOURAGED FOR USE BY ADJACENT DEVELOPMENTS WHEREVER POSSIBLE TO REDUCE CURB CUTS AND INCREASE THE OPPORTUNITY FOR LANDSCAPING WITHIN THE BOULEVARD. TO MINIMIZE INTERRUPTIONS TO THE PEDESTRIAN SIDEWALK, DRIVEWAYS SHOULD BE NO WIDER THAN NECESSARY TO PROVIDE ADEQUATE VEHICULAR ACCESS. OUTDOOR PATIOS SHOULD BE LOCATED TO COMPLIMENT THE DEVELOPMENT, BE INTEGRATED WITH STREETSCAPE ELEMENTS AND HAVE LANDSCAPING TO PROVIDE SHADE AND BUFFERS."

(PAGE 5-20, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

TWO SEPARATE BUILDINGS ARE LOCATED WITHIN A SHORT SETBACK TO THE PROPERTY LINE OF THE PRIMARY PLAINS ROAD.

THE ENTRY WAY TO THE REMAINDER OF THE DEVELOPMENT IS LOCATED BETWEEN THE TWO 8 STOREY BUILDINGS, THIS LANEWAY IS POSITIONED CLOSELY TO THE CORNERS AND LEADS TO TOWNHOUSES AS WELL AS PARKING.

AT BOTH BUILDINGS, THE ENTRANCE IS PLACED AT A CORNER AND AT AN ANGLE SO THAT IT IS EASILY SEEN FROM THE STREET AS WELL AS THE PEDESTRIAN SIDEWALK, BUT IS DISTINCT AND SEPARATE FROM THE ENTRANCES TO THE COMMERCIAL UNITS.

PAVED WALKWAYS LEAD FROM LAY-BY PARKING TO THE COMMERCIAL UNITS. LANDSCAPING IS PLACED BETWEEN THE PARKING AND COMMERCIAL UNITS TO ENSURE A VISUAL SEPARATION. COMMERCIAL VISITORS PARKING IS REMOVED FROM THE PLAINS ROAD AND PLACED WITHIN THE DEVELOPMENT.

"5.3.1.4 SERVICE AND LOADING
BUILDING DESIGN AND SITE PLANNING SHOULD LOCATE LOADING, SERVICE AND GARBAGE AREAS AT THE SIDE OR REAR OF THE BUILDING. WHERE SERVICE AND LOADING AREAS ARE VISIBLE DUE TO SITE PLANNING LIMITATIONS, THEY SHALL BE SCREENED FROM VIEW WITH LANDSCAPING OR BUILT STRUCTURES WHOSE DESIGN IS COMPATIBLE WITH THE FORM AND MATERIALS OF THE BUILDING. WHERE STREET-RELATED COMMERCIAL DEVELOPMENT HAS NO ALTERNATIVE BUT TO LOCATE LOADING DOORS AT THE STREET FAÇADE, SUCH DOORS SHOULD BE RECESSED FROM THE FAÇADE TO MINIMIZE THEIR VISUAL IMPACT. WASTE AREAS AND STORAGE SHALL NOT FACE ANY PUBLIC STREET. SUCH AREAS SHOULD BE INCORPORATED INSIDE THE BUILDING..."

(PAGE 5-20, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

LOADING FOR THE DEVELOPMENT IS LOCATED AT THE SOUTH WEST SIDE OF BUILDING "A" AND IS ENCLOSED WITHIN THE BUILDING, AWAY FROM PUBLIC VIEW. THE GARAGE ENTRANCE IS ACCESSIBLE VIA AN INTERIOR STREET LOOP. PLANTING IS USED TO HELP SCREEN GARBAGE AREAS FROM PRIVATE TOWNHOUSE YARDS. THE LOADING DOORS ARE NOT LOCATED ON A MAIN STREET AND ARE RECESSED FROM THE FACADE TO MINIMIZE THEIR VISUAL IMPACT.

NTS

NATIONAL HOMES You are the blueprint™ · urbantech · SBK STRYBOS BARRON KING LANDSCAPE ARCHITECTURE · GSAI Glen Schnarr & Associates Inc.

Urban Design Brief

COMMUNITY DESIGN POLICIES
DISCUSSION



PAVERS



RAISED PLANTERS



"5.3.2.2 MEDIUM AND HIGH DENSITY RESIDENTIAL
SITE PLANNING SHOULD LOCATE BUILT FORM, HAVING A CLEAR VISUAL RELATION TO THE STREET AND DIRECT ACCESS FOR VEHICLES AND PEDESTRIANS. LARGE SITE DEVELOPMENTS PROPOSING HIGHER DENSITY BUILDINGS WHOSE FORM, ORIENTATION OR LOCATION DOES NOT ADEQUATELY ADDRESS THE STREETSCAPE OR THE BLOCK STRUCTURE OF THE COMMUNITY ARE DISCOURAGED. SURFACE PARKING AREAS SHOULD BE LOCATED MAINLY IN SIDE YARD OR REAR YARD AREAS. WERE SURFACE PARKING EXTENDS TO THE FRONT OF THE LOT, IT SHOULD BE SET BACK FROM THE FRONT LOT LINE BY A MINIMUM 3.0M BUFFER, LANDSCAPED IN COORDINATION WITH THE LANDSCAPE PLAN FOR THE ADJACENT BOULEVARD. SURFACE PARKING AREAS SHOULD INCLUDE TREED ISLANDS AND PAVED, ILLUMINATED PEDESTRIAN PATHS.

FOR CORNER LOT DEVELOPMENTS, BELOW-GRADE PARKING ACCESS AND EGRESS SHOULD BE WHERE POSSIBLE PROVIDED FROM THE ADJACENT LOCAL STREET, NOT FROM PLAINS ROAD. PROVIDE PAVED WALKWAYS FROM THE MAIN BUILDING ENTRANCES TO THE PUBLIC SIDEWALK. BUILT FORM LOCATED 4.0M OR LESS FROM THE MINIMUM FRONT LOT SETBACK SHOULD HAVE A 3 STOREY BASE; THE NEXT 3 STOREYS ABOVE THAT SHOULD BE SET BACK FURTHER BY AN ADDITIONAL 3.0 M. MINIMUM. THE STOREYS ABOVE THAT SHOULD BE SET BACK NOT LESS THAN AN ADDITIONAL 2.0 M. BUILT FORM LOCATED MORE THAN 4.0M FROM THE FRONT LOT SETBACK, CAN HAVE A 4 STOREY BASE AND THE STOREYS ABOVE THAT SHOULD BE SET BACK AN ADDITIONAL 3.0 M MINIMUM."
(PAGE 5-25, PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006)

SURFACE PARKING FOR COMMERCIAL VISITORS IS LOCATED WITHIN THE DEVELOPMENT AND IS ACCESSED BY A LANEWAY THAT LEADS TO AN INNER COURTYARD. RESIDENTS WILL HAVE PARKING UNDERGROUND.

BELOW-GRADE GARAGE ACCESS IS PLACED WITHIN THE DEVELOPMENT AND NOT DIRECTLY FROM THE PLAINS ROAD. LAY-BY PARKING SPACES LOCATED ALONG PLAINS ROAD THAT ARE SET BACK FROM THE FRONT FACADE OF THE BUILDING AND SEPARATED BY A LANDSCAPE BUFFER. THIS BUFFER CONSIST OF EXISTING TREES THAT SHALL BE PRESERVED AS WELL AS AN ADDITIONAL ROW OF HIGH-BRANCHING ORNAMENTAL TREES.

- MAIN ACCESS LANEWAY
- UNDERGROUND GARAGE ENTRANCE
- OUTLINE OF EIGHT STOREY BUILDING
- OUTLINE OF TOWNHOUSE DESIGN

A SECONDARY WALKWAY RUNNING PARALLEL TO THE PUBLIC SIDEWALK IS SEPARATED FROM THE MUNICIPAL PEDESTRIAN SIDEWALK WITH A LANDSCAPE BUFFER CONSISTING OF MASONRY PLANTERS, ORNAMENTAL PLANTING, DECORATIVE UNIT PAVING AND SITE FURNISHINGS.
THE LANDSCAPE TREATMENT PROVIDES CONSISTENT STREET EDGE THAT ANIMATES THE PEDESTRIAN REALM.

WHILE THE SUBJECT PROPOSAL DOESN'T COMPLY TO THE FULL INTENT OF THE SETBACK GUIDELINES, THE DESIGN OF THE PROJECT DOES CONTAIN APPROPRIATE SETBACKS TO CREATE A BASE. THE TOP TWO STOREYS OF THE MIDRISE BUILDINGS LOCATED ALONG THE PLAINS ROAD FRONTAGE ARE STEPPED BACK AND WE BELIEVE THAT THIS FULFILLS THE INTENT OF THE GUIDELINES BY DIMINISHING THE STREET FRONT MASS OF THE BUILDING WHILE MAINTAINING THE APPROPRIATE URBAN STREET EDGE AND ENHANCING THE PEDESTRIAN EXPERIENCE.

NTS

NATIONAL HOMES You are the blueprint™ · urbantech · SBK STRYBOS BARRON KING LANDSCAPE ARCHITECTURE · GSAI Glen Schnarr & Associates Inc.

KIRKOR ARCHITECTS + PLANNERS

Urban Design Brief

SUN & SHADOW IMPACTS - MASSING COMPARISONS



JUNE 21 @ 15:30



SEPTEMBER 21 @ 15:30



MARCH 21 @ 15:30



DECEMBER 21 @ 15:30



JUNE 21 @ 12:30



SEPTEMBER 21 @ 12:30



MARCH 21 @ 12:30



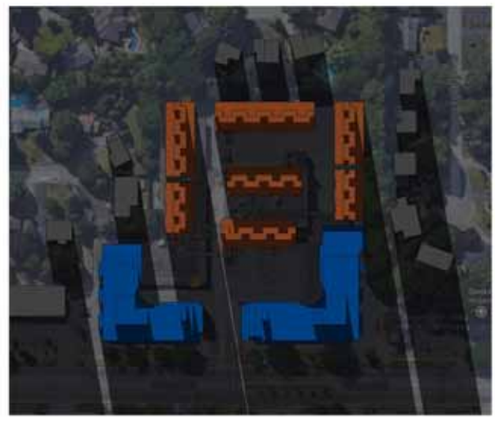
DECEMBER 21 @ 12:30



JUNE 21 @ 09:00



SEPTEMBER 21 @ 09:00



MARCH 21 @ 09:00



DECEMBER 21 @ 09:00

"CAREFUL CONSIDERATION HAS BEEN MADE WITH REGARDS TO BUILDING MASSING AND ITS RELATIONSHIP WITH SUN & SHADOW IMPACTS.

THE CURRENT MASSING MINIMIZES BOTH THE SHADOW CASTING OF THE BUILDINGS ONTO THE SURROUNDING PROPERTIES AND INSIDE THE NEW DEVELOPMENT. THE 8 STOREY BUILDINGS ARE LOCATED AT THE MAIN PLAINS ROAD WHILE THE 3 STOREY TOWNHOMES ARE LOCATED AT THE BACK OF THE PROPERTY."

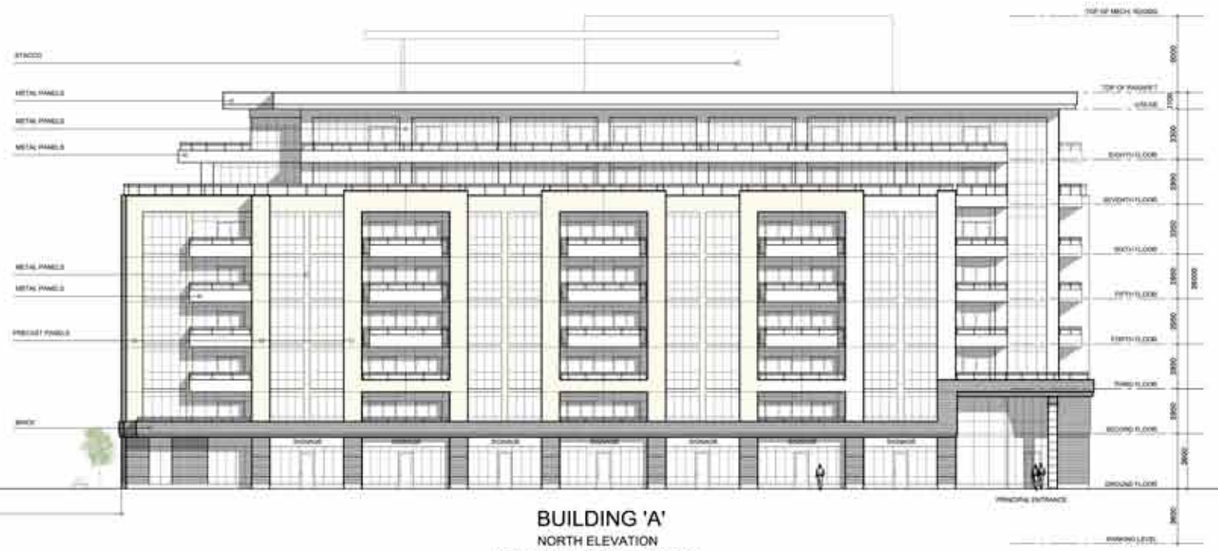
NTS

Urban Design Brief

BUILDING MASSING
8 STOREY PLAINS ROAD
BUILDINGS



BUILDING 'B'
NORTH ELEVATION
PLAINS ROAD EAST



BUILDING 'A'
NORTH ELEVATION
PLAINS ROAD EAST

Urban Design Brief

BUILDING MASSING
TOWNHOMES



BUILDING 'F'
EAST ELEVATION



BUILDING 'F'
SOUTH ELEVATION

Urban Design Brief

BUILDING HEIGHT & DESIGN

BUILDING B FACING PLAINS ROAD



WITH THE REDEVELOPMENT OF PLAINS ROAD KIRKOR CHOSE TO DESIGN A MODERN BUILDING OVER A TRADITIONAL BUILDING AS IT PRESENTS AN OPPORTUNITY TO USE MODERN AND UNIQUE MATERIALS THAT WILL CONTRIBUTE TO THE FUTURE ENHANCEMENT OF THE NEIGHBOURHOOD. ADDITIONALLY THE FULL ONE STOREY GLASS COMMERCIAL FRONT GIVES THE RESIDENTS A FEELING OF "MOVING FORWARD" BUT AT THE SAME TIME IMPROVING THE SOCIAL SUSTAINABILITY OF THE NEIGHBOURHOOD STREETSCAPE.

FURTHERMORE CONTEXTUALLY PLAINS ROAD DOES NOT EXEMPLIFY MUCH PRECEDENT FOR HERITAGE BUILDINGS. THEREFORE, THE MODERN ARCHITECTURE GIVES AN INSIGHT INTO THE CITY'S DEVELOPMENT OVER THE YEARS AND SHOWS A SIGN OF PROGRESS AND THE POTENTIAL FOR FUTURE GROWTH. THE DESIGN WILL BE AN EXAMPLE OF NEW TECHNOLOGY AND ENVIRONMENTALLY FRIENDLY DESIGN TO REDUCE GREENHOUSE EFFECT.

THE MODERN DESIGN TARGETS A YOUNGER DEMOGRAPHIC; FORWARD-LOOKING, TECHNOLOGICALLY INFORMED AND IN NEED OF A MORE AFFORDABLE URBAN LIFESTYLE. THIS PROJECT IS DESIGNED FOR THE WELLBEING OF FUTURE RESIDENTS AND THE COMMUNITY.

Urban Design Brief

BUILDING MASSING & DESIGN

TOWNHOMES



4 CONCLUSION

P. 24 SUMMARY

SUMMARY

THE PROPOSED REDEVELOPMENT ON THE SUBJECT SITE AT 484 PLAINS ROAD WILL PROVIDE A RESIDENTIAL DEVELOPMENT THAT WILL INTENSIFY AN EXISTING UNDERUTILIZED COMMERCIAL SITE IN THE CITY OF BURLINGTON. THE PROPOSED DESIGN TAKES INTO CONSIDERATION BOTH THE SITE'S POTENTIAL AND LIMITATIONS AND BUILDS A FUNCTIONAL MIXED-USE RESIDENTIAL HOUSING COMMUNITY THAT WILL PROVIDE AN ADDITIONAL 397 HOUSING UNITS TOGETHER WITH 997M2 COMMERCIAL SPACE THAT WILL BE AN ASSET TO THE COMMUNITY AND ASSIST IN THE REGION'S MANDATE TO CREATE MEDIUM DENSITY COMMUNITIES WITH ACCESS TO LOCAL AND REGIONAL PUBLIC TRANSIT.

FROM A BUILT-FORM AND URBAN DESIGN PERSPECTIVE, THE PROPOSED CONDOMINIUM BUILDING AND TOWNHOUSE UNIT COMMUNITY WILL BE BUILT OF HIGH QUALITY MATERIALS THAT WILL FIT HARMONIOUSLY WITHIN THE EXISTING PLAINS ROAD NEIGHBORHOOD. ALTHOUGH THE MASSING, HEIGHT AND DENSITY OF THE PROPOSED DEVELOPMENT IS OF HIGHER THAN THE CURRENT ADJACENT PROPERTIES, DESIGN INITIATIVES TO REDUCE HEIGHT AND MASS THROUGH THE USE OF SETBACKS, STEPPING OF THE FAÇADE AND MINIMIZING SHADOW IMPACTS WILL BE IMPLEMENTED TO MITIGATE THE HEIGHT AND MASS OF THE DEVELOPMENT AS A POSITIVE PRECEDENT TO FUTURE DEVELOPMENT PLAN OF PLAINS ROAD AS A MAJOR ARTERY.

FURTHERMORE, THE PROPOSED DESIGN WILL MAKE SUBSTANTIAL ENHANCEMENTS TO THE PLAINS ROAD FRONTAGE AND PROVIDE AN ACTIVE STREETSCAPE WITH THE ADDITION OF MIXED HOUSING TYPES AND COMMERCIAL EDGE THAT PROVIDES CONTINUITY TO THE STREET EDGE AND WILL ENHANCE THE URBAN ENVIRONMENT AS WELL AS THE SHELTER AND COMFORT OF THE PEDESTRIAN REALM.

THE PROPOSED SUSTAINABLE DESIGN FEATURES OF THE PROJECT WILL ENSURE THAT BOTH THE REGION OF BURLINGTON'S COMMITMENT TO ENVIRONMENTAL STEWARDSHIP IS CONTINUALLY BEING ADDRESSED AND PROVIDES A BUILDING THAT WILL PROMOTE ENVIRONMENTALLY RESPONSIBLE DESIGN.

FOR ALL THE FOREGOING REASONS, IT'S IS OUR OPINION THAT THE PROPOSED DEVELOPMENT WOULD BE A DESIRABLE ADDITION TO THE CITY OF BURLINGTON AND WILL PROVIDE A HOUSING COMMUNITY ASSET FOR THE REGION.